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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X10 NO. OF ENCLS. 2
(LISTED BELOW) (A) & (B)

SUPPLEMENT TO
REPORT NO.

25X1A

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1. The Dresden/Klotzsch Airfield is located about one kilometer west of Lausa-Klotzsch main road and three to four kilometers north of Klotzsch. Attached as Enclosure (A) is an overlay of the Dresden area, showing the field's location. A forest extends along the southeast border of the field; to the southwest there is an inhabited section. I do not know the official name of the field. It was formerly a German airfield and is the only one in the area. The field is roughly rectangular, about 2000 m long (NW-SE) and about 1000 m wide (NE-SW). It could be extended in the northwest and northeast but was blocked on the other sides by the forest and inhabited section. Point #15, Enclosure (B) The only access to the field that I know of is a cobblestone road leading to the Lausa-Klotzsch road. Point #9, Enclosure (B)
2. There was only one runway Point #8, Enclosure (B) on the field. It was of pressed dirt, about 1500 m long, about 20-30 m wide, and extended NW-SE. I did not see any perimeter tracks or taxi strips but there were three aprons. Points #3, #4 and #5, Enclosure (B) One was of asphalt-concrete square blocks (.50 m square) and covered the area in front of the hangars and the southeast side of the hangar. This apron was about 600 m long and 40 m wide. Two aprons of the same construction lay in front of the hangar buildings. These two were each about 60 x 50 m. The field itself, with the exception of the runway and the aprons, was grass-covered. The area sloped slightly toward the northwest and northeast; the ground was of clayish-sandy composition. I did not see any new construction in progress but the existing installations appeared to be kept in good condition.
3. I did not see or hear of any blast pens or underground hangars and the only aircraft I saw were the 25 transports from Altenburg Airfield which I do not know what types were stationed at the field. Our take-offs and landings were in a NW-SE direction; the only obstructions were the hangar buildings and coniferous forest southeast of the field. The trees were about 20 m high. SECRET

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25X1

- 2 -

4. I know nothing about the radio, telephone, telegraph and weather forecast facilities at the field. It was provided with electricity but I know nothing about the source. I know that night flying operations took place at the field but I know nothing about night landing aids. Flares were used as take-off aids; three signals (green flares) were fired during take-off. A T-shaped white figure, about 5 x 8 x 10 m [Point #11, Enclosure (B)], served as a landing aid.
5. I did not see any anti-aircraft guns on the airfield or in the immediate vicinity, but there were about 15 guns (AA or field artillery) located in the area of an old German barracks building, in the forest about one kilometer southeast of the field. The guns were parked in one row, with one truck in front of each gun. The gun barrels were inclined at about a 45° angle. The pieces, including the barrels, were covered with gray tarpaulins. The military personnel I saw in the area of this artillery park had green shoulder boards.
6. The airfield was entirely under Soviet Military administration. I saw no civilian aircraft there. I do not know the name and rank of the commanding officer or of other military personnel. All personnel stationed at the field had blue shoulder boards on their tunics. I noted no insignia other than the wing insignia on the officers' shoulder boards. I believe the field was used for pilot training, because I heard that there were training aircraft stationed there.
7. I have noted the following buildings on the attached sketch: [Enclosure (B)]
 - Point #1 HANGAR BUILDING. About 50 - 60 m long, 20 - 30 m wide and 10 m high excluding the oval-shaped roof. I believe the hangar walls and roof were of sheet metal construction. The roof was painted black; the walls were gray. The hangar doors (number not recalled) faced the asphalt-concrete apron.
 - #2 HANGAR BUILDING. Construction, shape and approximate dimensions same as hangar point #1, above. Between these two hangars, there were several smaller buildings, presumably repair shops.
 - #3, #4 and #5 APRONS. [See paragraph 2.]
 - #6 HANGAR BUILDING. About 50 m long, 30 m wide and 10 m high, excluding the oval shaped roof. I believe the hangar walls and roof were of sheet-metal construction. The roof was painted black; the walls were gray. The hangar doors were of sheet metal the same height as the walls and facing the concrete apron.
 - #7 HANGAR BUILDING. Construction shape and approximate dimensions same as of hangar point #6, above. The interval between the two hangars was about 200 - 300 m.
 - #8 RUNWAY. [See paragraph 2.]
 - #9 COBBLESTONE ROAD. [See paragraph 1.]
 - #10 BUILDING, TWO OR THREE STORY HIGH, approximately 20 x 15 m. This building was of stone (yellow) construction. The northwest side was oval and covered almost entirely with glass. There were lights (red and yellow) on top of the building. There was also a mast with a red or green light on top and a wind sock attached to it. I think the roof was flat.

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- 3 -

#11 T-SHAPED LANDING AID. [See paragraph 4.7]

#12 and #13 BARRACK BUILDINGS: three-stories high, of stone construction. About 30 m long and 10 m wide each. The gabled roofs were tile covered. The barracks were occupied by Soviet Air Force personnel.

#14 TWO STORY BUILDING. Details unknown.

#15 INHABITED LOCALITY. Estimated number of buildings, 30.

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Enclosures: (A) Overlay of Dresden/Klotzsche Airfield
(B) Sketch of Dresden/Klotzsche Airfield

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